



4

Urban Design  
Concept





## CHAPTER 4:

# URBAN DESIGN CONCEPT

## INTRODUCTION

The West San Carlos Urban Village is envisioned as an active and livable community with a distinct sense of identity. A strong urban design concept that guides the look and feel of future commercial and residential development in the corridor has the potential to stimulate economic development; expand local employment and services; provide a variety of housing options; and strengthen the existing surrounding neighborhoods. The urban design concept presented in this chapter strives to enhance streetscape activity and create a well-connected, safe and walkable community.

**IN THIS CHAPTER...**

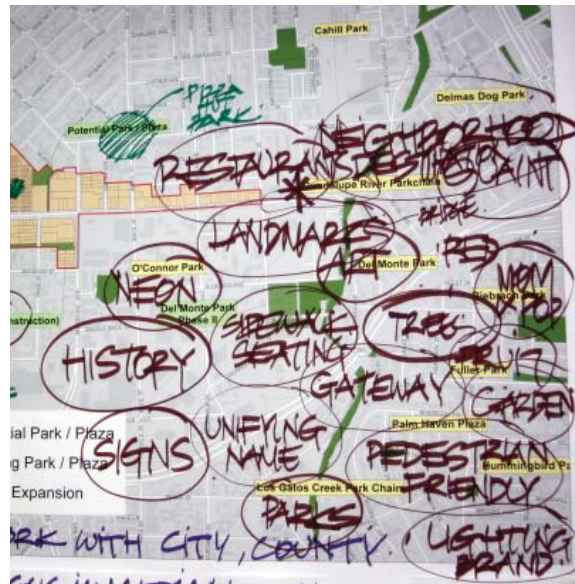
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## Purpose and Background

The Urban Villages Strategy identified in the Envision San José 2040 General Plan is the City's key policy framework for concentrating new jobs and housing within a walkable distance to existing transit and other supporting facilities. The urban design concept for the West San Carlos Urban Village is intended to guide private development that will enhance the character of the area, and foster new jobs and housing within the Village. The concept also aims to meet broader General Plan urban growth goals, and create a vibrant, walkable and livable community.



## COMMUNITY ENGAGEMENT

The recommendations presented in this chapter are rooted in ideas that have been voiced by dedicated community members over many years. During community workshops held as part of the Urban Village planning effort, a wide range of community stakeholders identified improvements for the corridor and surrounding neighborhoods. Community input addressed desired uses, building height and setbacks, and other character defining elements. The initiatives outlined in this chapter are intended to advance desired neighborhood improvements and stimulate investment in the area in a balanced way that best supports community needs.

## How to Use this Chapter

This chapter presents area-specific strategies to guide the overall private development of West San Carlos Urban Village. The strategies presented here are intended to work in conjunction with the public improvements recommended in the Circulation and Streetscape Chapter. The Urban Design Concept Chapter is comprised of the following three main sections, which are introduced below and detailed in the remaining chapter.

The **Overarching Urban Design Concept** section presents a broad overview of existing conditions and describes the recommendations that make up the urban design concept for the West San Carlos Urban Village. The design concept encourages an intensity of development to support desired densities and promote greater connectivity throughout the Urban Village. The Overarching Urban Design Concept section begins on page 6.

The **Goals, Policies and Action Items** section presents goals and details specific initiatives to advance area improvements and support broader strategies outlined in the City's existing long-range plans. These urban design initiatives work together with land use, circulation and streetscape initiatives to support the preferred vision for the Urban Village. The Goals, Policies and Action Items section begins on page 16.

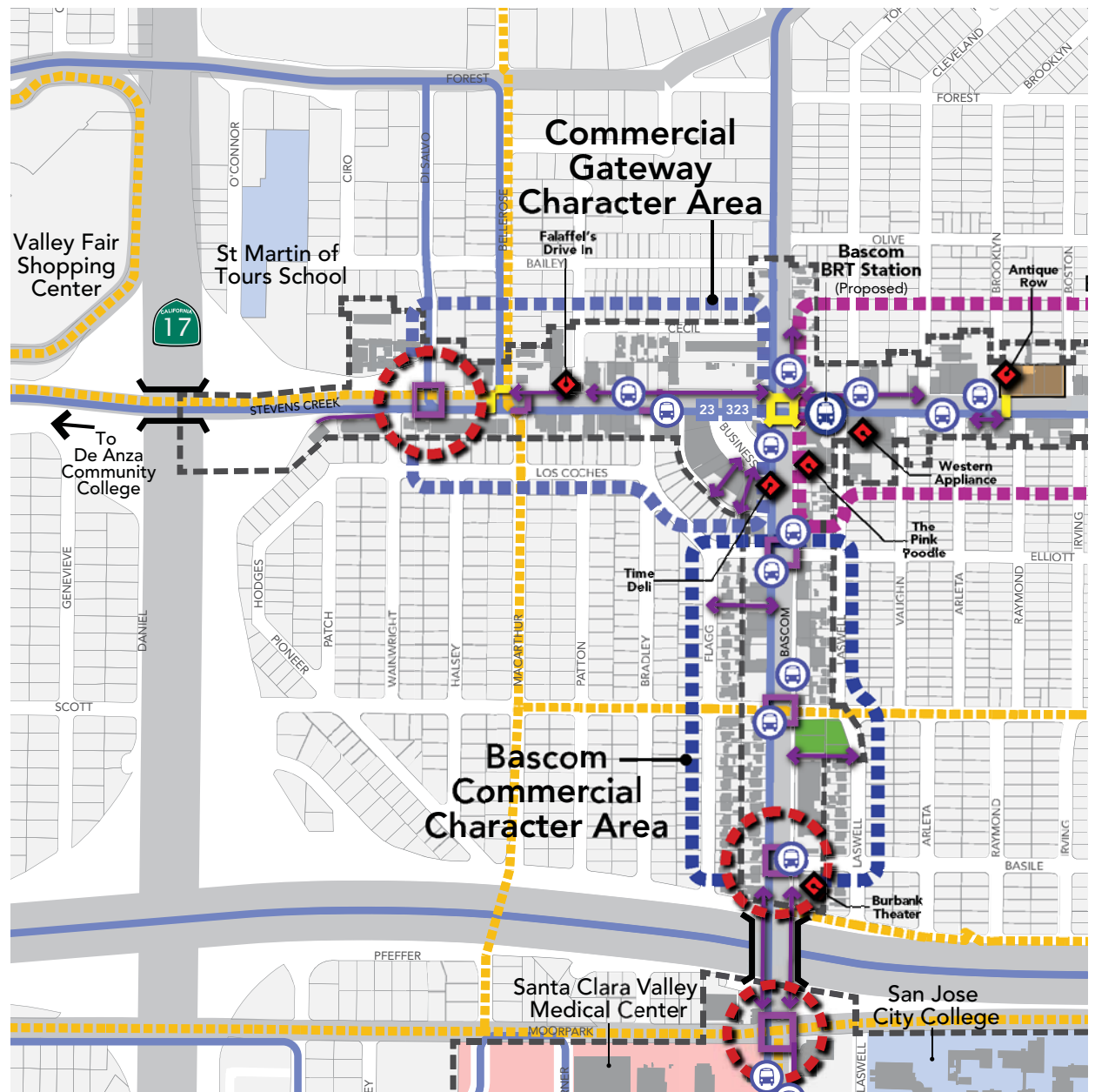
The **Urban Design Guidelines** section includes prototypical cross-section illustrations, plans, perspectives and photos to guide the look and feel of future private development. The guidelines describe how private development should interface with public sidewalks, parks and open spaces, as well as adjoining residential and commercial buildings. Specifically, the guidelines address building form, street interface, quasi-public "green buffers," sustainable elements, parking and vehicular access. The Urban Design Guidelines section begins on page 18.

## OVERARCHING URBAN DESIGN CONCEPT

The overarching urban design concept for West San Carlos Urban Village is intended to leverage private development of new commercial and mixed-use designated properties to enhance circulation and open space networks within the Urban Village. Concentrating density with a mix of employment, retail and residential uses will support transit use, bicycling and walking, and build on the area's unique sense of place.

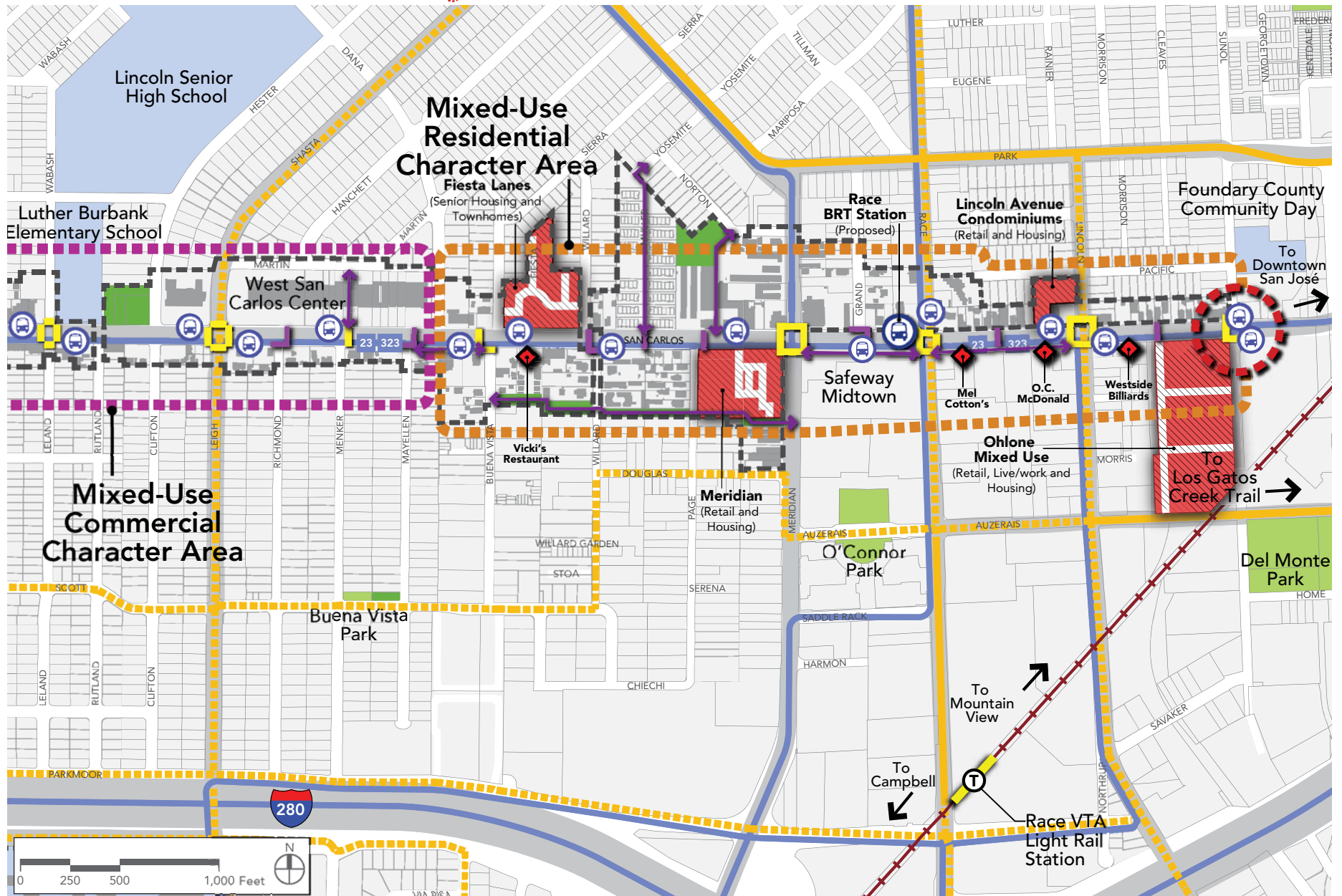
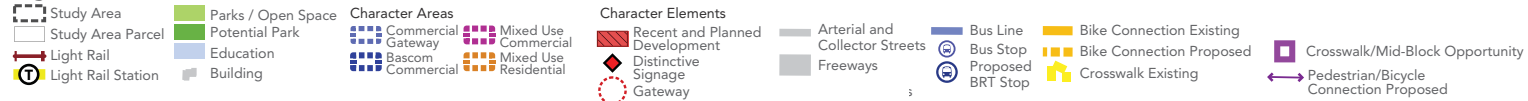
The urban design concept proposed with this Plan builds on existing conditions of the corridor (along with recommendations presented in the Land Use Chapter and the Parks and Open Space Chapter) to envision the West San Carlos Urban Village as four unique **character areas** further defined by an accumulation of defining **character elements**. These specific character areas and elements are illustrated on the adjacent map (Figure 4:1) and described on the following pages.

Figure 4:1 - Urban Design Concept





Legend



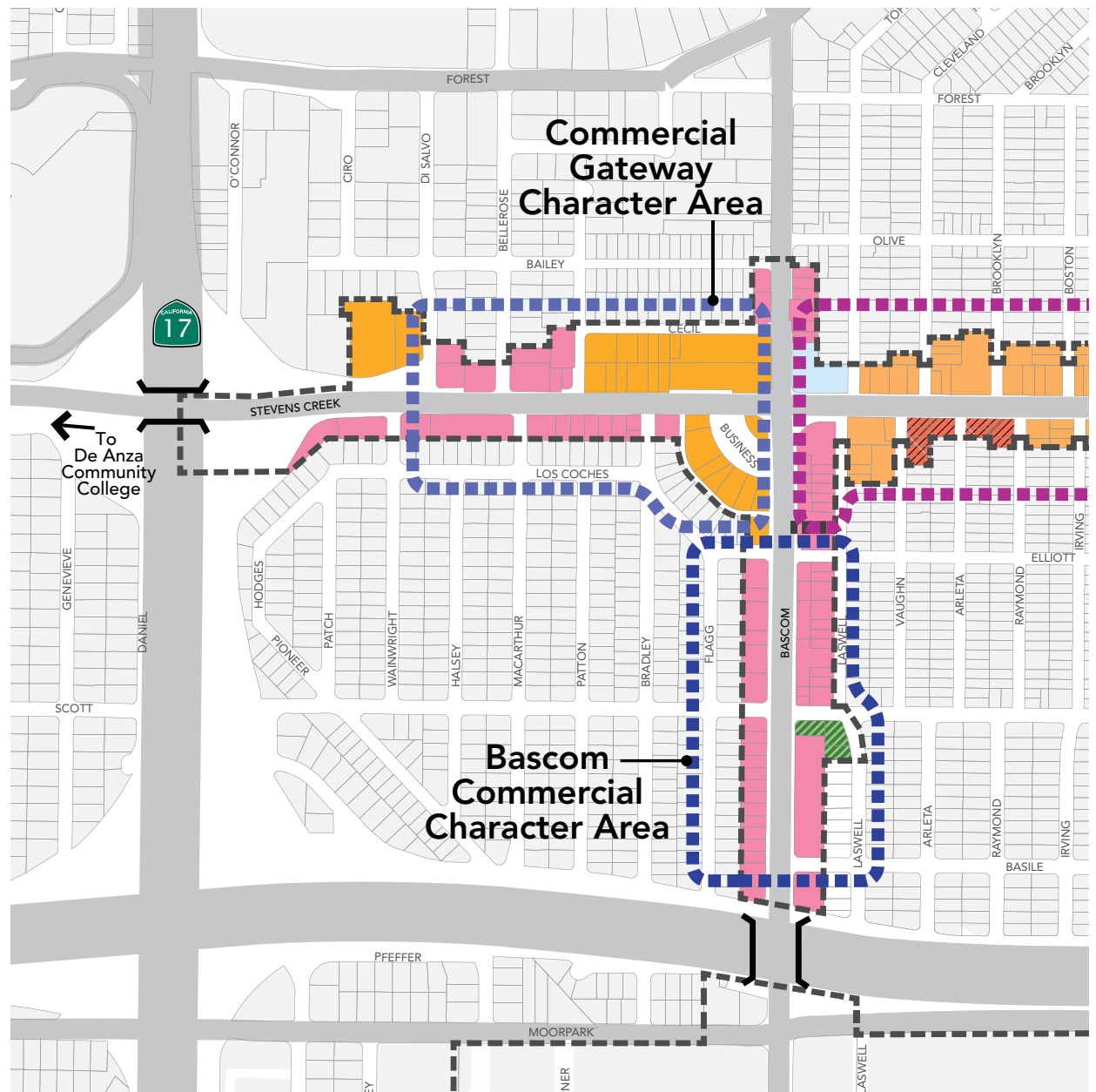
## Character Areas

### EXISTING CONDITIONS AND CHARACTER AREA FRAMEWORK

The West San Carlos Urban Village includes a variety of commercial uses including auto-oriented businesses, strip commercial and other small-scale retail. Lots along the corridor vary in depth and length. Deeper lots are typically underutilized and shallow lots are constrained. East of Shasta Avenue, the lots are longer due to fewer cross-streets. Underutilized parcels and larger lots provide opportunities for new development. However, without careful planning, future growth in the area could lead to unbalanced development and a less dynamic character along the corridor. This Plan's urban design concept proposes the following four distinct "character areas" to help guide future development and reinforce a preferred character in the Urban Village.

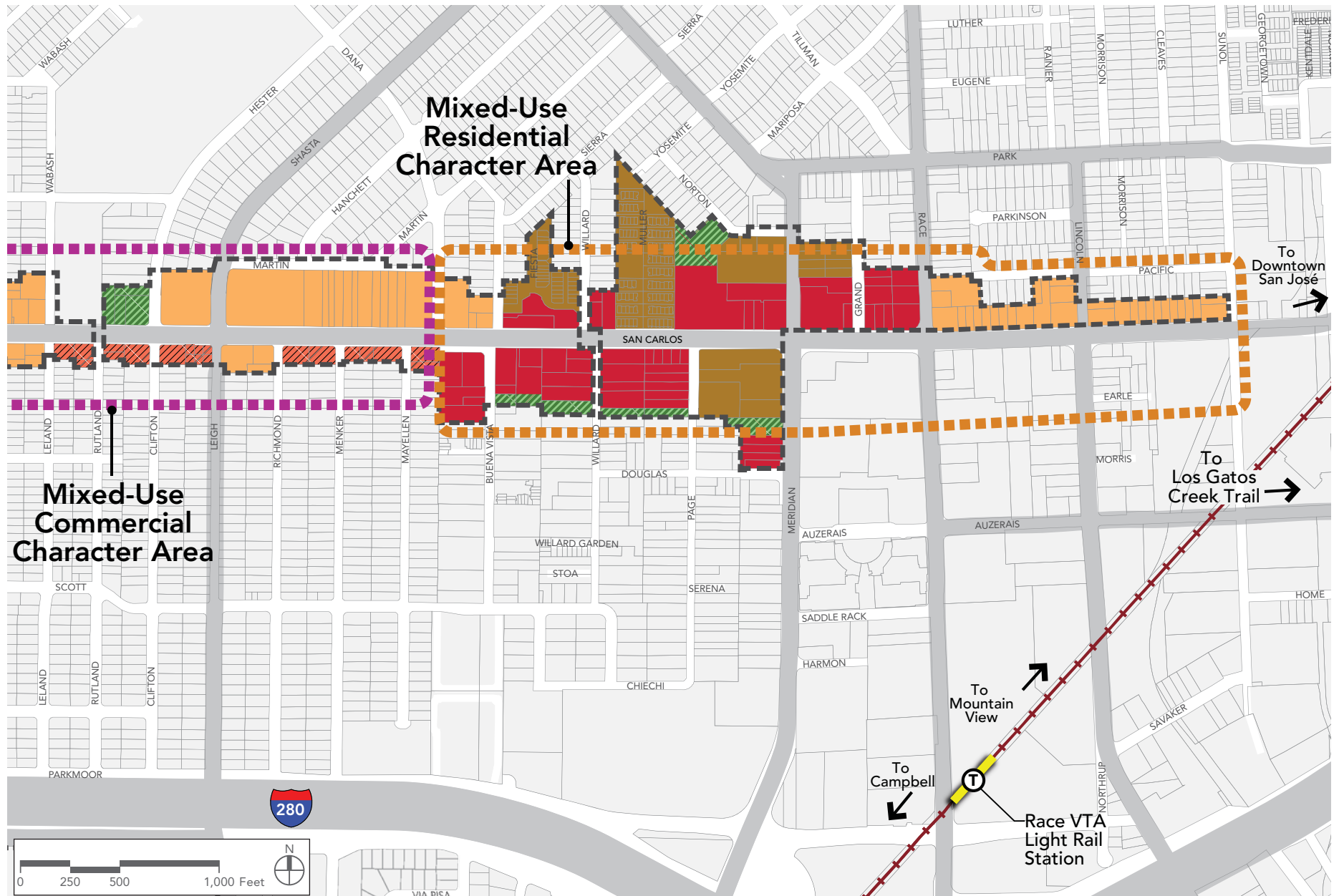
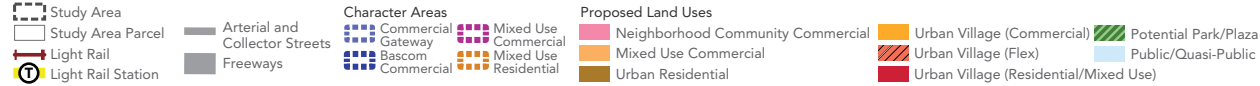
- **Commercial Gateway Character Area**
- **Bascom Commercial Character Area**
- **Mixed Use Commercial Character Area**
- **Mixed Use Residential Character Area**

Figure 4:2 - Character Area Framework





**Legend**



### RECOMMENDED STRATEGIES

Establishing smaller character areas within the Urban Village can help create an identifiable corridor made up of unique districts that are interconnected by corridor-wide public improvements. Private development can shape the character of each area through site-specific design interventions such as building setbacks and iconic architecture. These interventions help achieve a more sustainable, walkable and livable Urban Village. Each character area is also defined by the street grid and proposed land uses defined in the Land Use Chapter.

Following are descriptions of each proposed character area including existing conditions, gateway role, proposed land uses and intensities.



#### Commercial Gateway Character Area

The west end of the corridor is proposed as the “commercial gateway character area.” This area is considered the western gateway to the Urban Village and the proposed land uses designated for the area include Neighborhood Community Commercial, and Urban Village Commercial. Development in this character area is envisioned to range up to 3 to 6 stories with office uses located above a mix of ground-floor commercial uses.



#### Bascom Commercial Character Area

The proposed “Bascom commercial character area” is considered the southern gateway to the Urban Village. The iconic Burbank Theater is a signature element contributing to this area’s unique identity. Characterized by long blocks and narrow lots, future development in the area is envisioned up to 3 stories with a mix of ground floor commercial and upper level offices as part of the proposed Neighborhood Community Commercial land use. Innovative strategies for parking and building setbacks can help development achieve its full potential.



### Mixed-Use Commercial Character Area

The proposed “mixed-use commercial character area” is centrally located between Bascom and Dana avenues. Distinctive signage and a planned BRT stop (see Circulation and Streetscape Chapter) shape this area’s identity. Block and lot sizes vary with large, deep lots to the north and shallow, constrained lots to the south. The Mixed-Use Commercial land use is envisioned with up to 4- to 6-story development, while Neighborhood Community Commercial and Urban Village land uses are envisioned up to 3 to 4 stories. All development should include ground-floor commercial with upper level office and/or residential uses. Innovative parking and building setback strategies should be explored to help achieve desired development potential.



### Mixed-Use Residential Character Area

The east end of the corridor is proposed as the “mixed-use residential character area” and the eastern gateway to the Urban Village. A cluster of distinctive signage along the eastern end and recent mixed-use development influence this area’s identity. Large block and lot sizes characterize the area providing the best opportunity for new housing options for the Urban Village. Proposed land use includes Mixed-Use Commercial, Urban Residential, and Urban Village Residential/Mixed-Use. Development in this character area is envisioned up to 3, 5 and 7 stories respectively. All development is intended to have a mix of active ground-floor commercial/retail with residential use located above.

The following **key recommendations** offer broad development strategies for the City and private developers to achieve a vibrant, balanced and sustainable Urban Village.

- **Define distinct character areas** through development of new buildings and open spaces that build upon existing development and character defining elements (such as mid-century signage).
- **Consolidate commercial lots** along cross-streets with adjacent constrained lots east of Mayellen Avenue and fronting onto West San Carlos Street to offer better development opportunities.
- **Step down development heights with setbacks** as a transition from commercial and/or mixed-use buildings to the surrounding single-family residential neighborhoods.
- **Create pleasant, walkable environments with setbacks and ground-floor retail** for all commercial and mixed-use development.
- **Encourage active ground-floor edges** with retail storefronts, cafés, restaurants, outdoor dining and common areas for development within residential and mixed-use designated areas.

Refer to the goals, policies and action items for the character areas on page 16 of this chapter.





*Falafel's Drive In and the shops along Antique Row add to the unique identity of the character areas*

## Character Elements

West San Carlos Street has many character-defining elements that define its sense of place (see Figure 4.1). Most noteworthy is a collection of auto-oriented **mid-century signage** and **key destinations** such as the eclectic shops of Antique Row. **Recent development** also contributes to the evolving character along West San Carlos Street. As future development opportunities arise along the corridor, it will be important to integrate private development and public investment to achieve a vibrant Urban Village that builds on the preferred existing character. Other key character elements include future **public right-of-way circulation and streetscape improvements**. Finally, **private development enhancements** can bolster each unique character area with iconic gateway features and green space that enhances proposed pedestrian and bicycle connections. The individual character elements (in bold above) are further discussed on the following pages.

## MID-CENTURY SIGNAGE

West San Carlos Street is a historically significant commercial corridor for the greater San José region. During post-World War II, this arterial corridor boomed with a variety of commercial stores. Abundant examples of neon mid-century signage can be found throughout the Urban Village and dot the corridor like a gallery of grand and eclectic pop-art. Future development along the corridor should respect this mid-century aesthetic to preserve the Village's unique sense of place.

## KEY DESTINATIONS AND RECENT DEVELOPMENT

Key destinations along West San Carlos Street, including West San Carlos Center and the Midtown Safeway, provide surrounding neighborhoods with everyday goods and services. These destinations along with recent development emerging to the eastern end of the corridor, add vibrancy and character to the area. Currently, there are four specific mixed-use developments that offer, or will offer, a

variety of housing, retail, live-work and senior housing accommodations. These developments include the Meridian, Ohlone Mixed-Use, Lincoln Avenue Condominiums, and Fiesta Lanes Senior Housing and Townhomes. Future development should build on the success of these developments to further enrich the Urban Village.

### **PUBLIC RIGHT-OF-WAY CIRCULATION AND STREETScape IMPROVEMENTS**

This Plan's Circulation and Streetscape Chapter proposes a variety of public improvements for streets, sidewalks and public open spaces within the Urban Village. Public improvements are crucial to providing the social spaces and connective tissue that bind a community together. The urban design concept includes the public circulation and streetscape improvements to unify the four unique character areas.



*Local commercial businesses, mixed-use housing and public improvements contribute to the continually evolving character of the West San Carlos Urban Village*



*Iconic architectural forms and pocket plazas can define gateway nodes and contribute character*

### PRIVATE DEVELOPMENT ENHANCEMENTS

Carefully planned private development presents opportunities to reinforce the identity of each character area and contribute to greater connectivity throughout the Urban Village as a whole. While proposed gateway nodes and pedestrian and bicycle connections will be largely addressed through public improvements, many beneficial enhancements can also be achieved through strategic design of private development.

Through the use of quasi-public “green buffer” strategies, private development could contribute to both gateway nodes, and pedestrian and bicycle connections. Required setbacks and private open space could be optionally programmed as small pocket plazas or mini parks and/or could feature iconic architecture. These areas could further connect safe and efficient routes to schools, parks and surrounding neighborhood destinations.

Following are **key recommendations** for private development to consider as means of contributing to the unique character and connectivity of the West San Carlos Urban Village.

- **Respect the area’s existing mid-century aesthetic** to preserve the West San Carlos Urban Village’s unique sense of place.
- **Build on the success of recent developments** to further enrich the Urban Village.
- **Contribute to the overall character of gateway nodes** with iconic building features such as integrated signage, archways, pocket plazas and art.
- **Re-purpose setbacks as “green buffer” areas** to enhance the livability of new development with much needed open space and contribute to greater bicycle and pedestrian connectivity throughout the Urban Village.

Refer to the goals, policies and action items related to character elements on page 16.





*"Green buffer" strategies can enhance the character of an area and provide additional open space and improved connections for the Urban Village community*

## GOALS, POLICIES AND ACTION ITEMS

Following are the urban design goals, policies and action items for the West San Carlos Urban Village Plan. They are organized by two broad categories: character areas and character elements. Each of these categories includes goal statements, supporting policies, and near-term action items that may help to catalyze Plan implementation.

### Character Area Goals, Policies and Action Items

*Goal UD-1 – Create a series of character areas to strengthen the sense of place for the Urban Village.*

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**UD-1.1** Envision West San Carlos Street as a series of interconnected character areas that reflect existing desirable, well-established uses and potential new development.

**UD-1.2** Ensure the design of new buildings and the adjoining public realm build upon the mid-century character of existing buildings and signs.

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**ACTION ITEM :** TBD . . .

*Goal UD-2 – Provide incentives that encourage higher density development to meet the vision of the Urban Village.*

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**UD-2.1** Re-align the regulatory framework to encourage development on constrained lots and parcels (such as through reduced parking standards, setbacks, etc.).

**UD-2.2** Explore public-private partnerships that catalyze new developments through strategic investments in streetscape and public realm improvements, and in turn encourage new buildings to embrace and activate the sidewalk environment.

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**ACTION ITEM:** TBD . . .

## Character Elements Goals, Policies and Action Items

*Goal UD-3 – Ensure that all future investment contributes to the character and livability of the Urban Village.*

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**UD-3.1** Maximize opportunities for new developments to humanize the overall public realm experience through new mid-block connections that break up long blocks and complement the multi-modal connectivity outlined in this Plan’s Circulation Chapter.

**UD-3.2** Leverage private development to strengthen the public realm with improvements such as setbacks to accommodate space for wider sidewalks, shade-providing trees and other pedestrian amenities; explore potential for “green buffer” strategies to integrate and expand local parks, open spaces, and pedestrian and bicycle pathways.

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**ACTION ITEM:** TBD . . .



## URBAN DESIGN GUIDELINES

The urban design guidelines for the West San Carlos Urban Village Plan focus on specific strategies for private development including the buildings and land that are on privately-owned lots and parcels. Design of private developments can have a significant impact on the quality of public spaces since private buildings typically define the edges of public streets and open spaces. This Plan's urban design guidelines aim to provide flexibility for creative expression and design of buildings, while also guiding those aspects of building and open space design that have a direct effect on the surrounding public context.



The urban design guidelines are organized into the four following sections, which are introduced below and detailed in the remaining chapter.

The **Building Form and Layout Guidelines** section includes height, stepback and setback standards to be applied to the design and layout of all future buildings developed within the West San Carlos Urban Village.

The **Ground floor Interface Guidelines** section addresses edge conditions along the ground floor of buildings as they abut public streets, and required setbacks including standards for ground floor articulation, quasi-public “green-buffer” strategies, building character, signage, materials and lighting.

The **Parking, Vehicular Access and Service Area Guidelines** section addresses on-site parking and vehicular access needs and includes strategies for parking requirements, parking garages, surface parking, bicycle storage, circulation access and service areas.

The **Sustainable Elements Guidelines** section outlines tools for improving the overall sustainability of new development including building elements, energy strategies and stormwater management.



## Building Form and Layout Guidelines

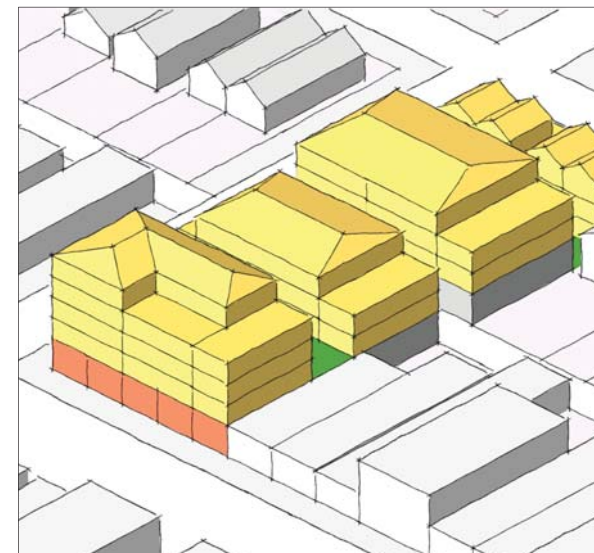
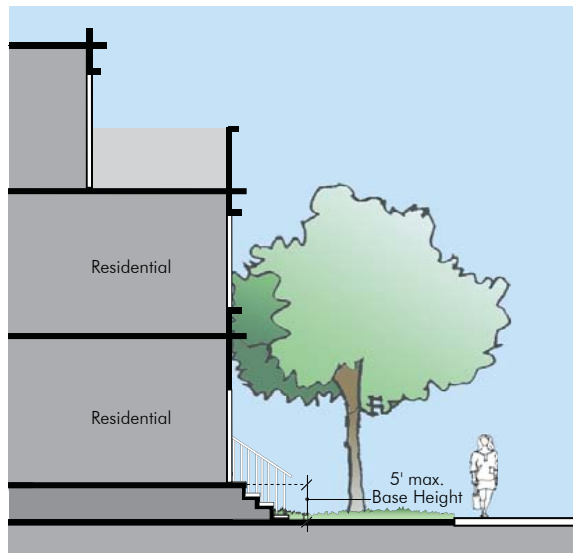
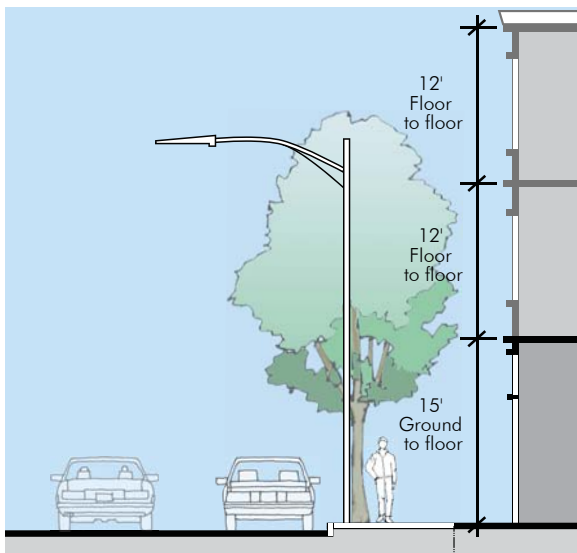
The intent of these guidelines is to bolster private development potential while utilizing new development to frame and enhance public space. These guidelines achieve this intent by addressing **height**, **stepbacks** and **setbacks** for future development that may occur within the West San Carlos Urban Village.

### HEIGHT

1. Provide a minimum clear 15-foot ground to floor height for all ground-floor uses to establish consistent proportions along the street edge of West San Carlos Street.
2. Provide a minimum clear 12-foot floor to floor height for office and residential uses above the ground floor.
3. Allow for a maximum 5-foot base height for any ground-floor residential uses that may occur in the Character Areas.

### STEPBACKS

1. Step building developments back to transition from the commercial frontage along West San Carlos Street to the lower profile residential homes of the surrounding neighborhoods.
2. Encourage upper floor stepbacks to have changes in plane and/or employ other colors, textures or materials to minimize building bulk.

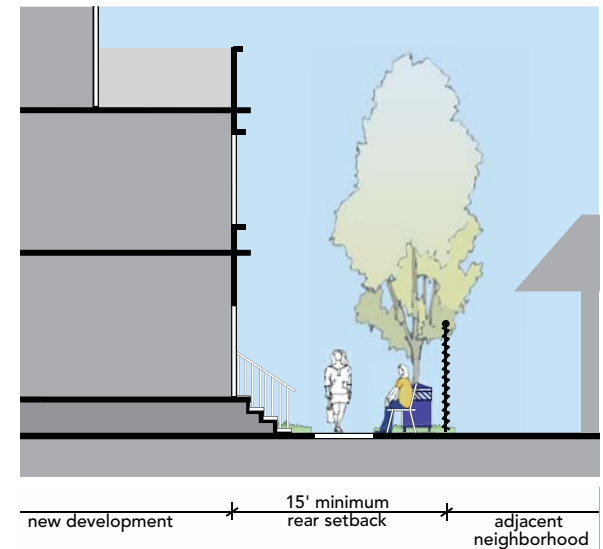
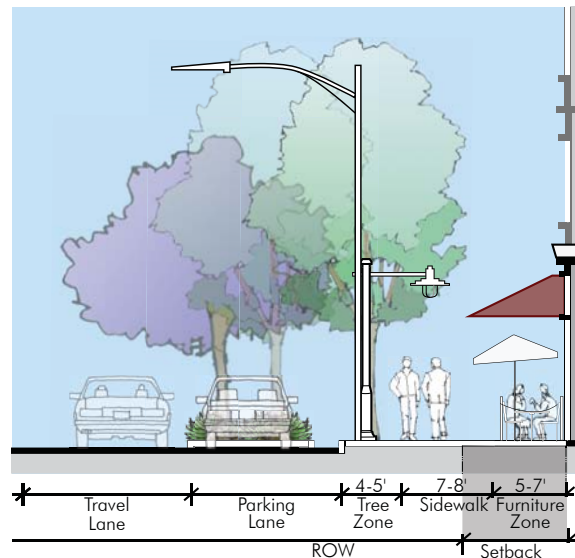


Height guidelines 1 and 2 (left), 3 (middle); Stepback guideline 1 (right)



## SETBACKS

1. Provide a front setback to achieve a 12-foot wide pedestrian-friendly environment along the ground floor of development fronting onto West San Carlos Street. This will allow for a 7- to 8-foot wide pedestrian zone and a 4- to 5-foot wide tree zone for shade producing street trees.
2. Encourage a front setback to achieve an 18-foot wide pedestrian-activated commercial environment along the ground floor of development fronting onto West San Carlos Street. This will allow for a 5- to 7-foot wide street furniture zone, a 7- to 8-foot wide pedestrian zone, and a 4- to 5-foot wide tree zone for shade producing street trees.
3. Provide a front setback to achieve a minimum 9-foot sidewalk in situations where the adjacent development parcel along West San Carlos Street is less than 100 feet deep. This is necessary to achieve a 5-foot wide unobstructed pedestrian zone and a minimum 4-foot wide tree zone.
4. Provide a minimum 15-foot rear setback for all deep parcels fronting West San Carlos Street. Refer to “green buffer” strategies.
5. Establish a minimum 5-foot rear setback for shallow lots with a depth of less than 100 feet abutting West San Carlos Street.
6. Consider a minimum 15-foot side setback for development every 200 feet along West San Carlos Street to achieve pedestrian and bicycle connectivity to neighborhoods destinations.



Stepback guideline 3 (left); Setback guidelines 1 and 2 (middle), 4 (right)

## Ground Floor Interface Guidelines

The intent of these guidelines is to create a pedestrian-friendly and active environment along the ground floor of development. This is achieved through building design and programming-based strategies including ground floor articulation, quasi-public “green buffer” strategies, building character, signage, materials and lighting.

### GROUND FLOOR ARTICULATION

1. Locate commercial and office uses along with entrance lobbies for upper floor uses along the ground-floor edge to actively engage the pedestrian environment.
2. Maximize use of non-colored, non-reflective glass windows to increase transparency between indoor and outdoor activity along the ground floor.
3. Provide shade for glass windows and doors along West San Carlos Street to afford climate protection for pedestrians (especially along the north side). Incorporate generously-sized awnings, vertical screens, covered arcades or walkways into buildings.
4. Utilize the strategic location of iconic building elements, plazas, art and open spaces within new developments to announce and celebrate gateway nodes.
5. Require buildings fronting open spaces, such as public plazas or parks, to embrace the site with primary entrances and active ground- and upper-floor uses.
6. In multi-tenant situations, encourage tenant information, common areas and amenities such as elevators/stairwells to be visible from the street level.



Ground Floor Articulation guidelines 1 (left), 2 (middle), 3 (right)



7. Discourage uninterrupted blank walls or façades. Where such blank walls are necessary, apply landscape screens, display boxes/merchandise displays, light patterns, material variations or other mitigation measures to enhance visual interest.
8. Encourage raised entrances such as stoops, urban porches, balconies and small forecourts for residential uses in mixed use areas to maintain privacy and provide opportunities to socialize.
9. Encourage landscaping within setbacks of primarily residential buildings to soften building edges and ground-floor pedestrian environments.
10. Require buildings within 300' of bus rapid transit (BRT) stations to include active uses (such as ground floor retail/restaurants, primary entrances, residential stoops, upper-floor offices or balconies) along West San Carlos Street or pedestrian pathways.



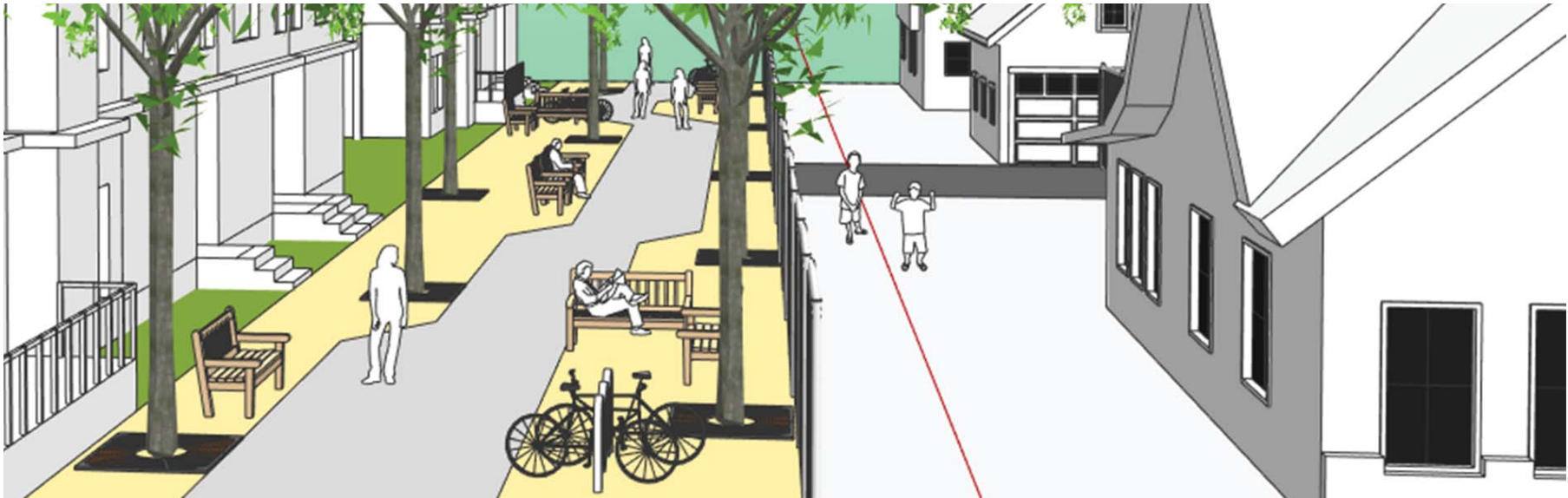
Ground Floor Articulation guidelines 8 (left), 9 (middle), 10 (right)





### QUASI-PUBLIC SPACE "GREEN BUFFER" STRATEGIES

1. Consider opportunities for pedestrian and bicycle connectivity through quasi-public "green buffer" passages within new development; integrate on-site mid-block connections wherever possible to improve overall connectivity.
2. Provide landscaping and street trees in quasi-public plazas, parks and green buffers to create a pleasant environment.
3. Provide amenities for social gathering, including seating, tables, interactive public art, play areas and bicycle racks.
4. Install plentiful lighting in plazas, parks and green buffers to ensure safety.
5. Allow for temporary access in quasi-public plazas and parks for daily connectivity and events such as farmers markets, parades and live performances.
6. Coordinate with City to install banners and signage in plazas, parks and green buffers to create a sense of community identity for the Urban Village and to direct users through open spaces during allowed access times.



Quasi-Public Space "Green Buffer" Strategies guidelines 1 (above), 2 and 3 (below)

## BUILDING CHARACTER

1. Reflect the unique mid-century identity and character of West San Carlos Street through architectural styling.
2. Encourage landscaped terraces, pool/ recreation decks and other activity spaces for upper-floor rooftops of buildings to activate stepbacks of taller buildings.

## SIGNAGE

1. Preserve and incorporate existing mid-century signage within the overall design and architectural scheme for new buildings or site improvements proposed in the same location.

## MATERIALS

1. Select color palettes and materials that are harmonious with existing character-defining buildings and signage along West San Carlos Street.
2. Consider use of materials for long-term durability, ease of maintenance and ability to withstand vandalism.

## LIGHTING

1. Illuminate all building entries to enhance safety.
2. Consider illumination to highlight architectural character of buildings and accent their landscape context.



Building Character guideline 1 (above left); Signage guideline 1 (above right); Materials guideline 2 (below left); Lighting guideline 2 (below right)



## Parking, Vehicular Access and Service Area Guidelines

The intent of these guidelines is to incentivize development through reduced parking and other on-site vehicular circulation needs. These guidelines coupled with expanded choices for transportation will achieve a vibrant and pedestrian-friendly urban environment for the those who live, work and visit the West San Carlos Urban Village.

### PARKING REQUIREMENTS

1. Encourage all development within the West San Carlos Urban Village area to strive for the City's maximum 50% reduction in required off-street parking spaces by implementing all possible provisions as stated in "Title 20 Zoning, Chapter 20.90 Parking and Loading, Section 20.90.220 Reduction in Required Off-Street Parking Spaces" of San Jose's Code of Ordinances.

### PARKING STRUCTURES

1. Explore innovative parking solutions such as podium parking, stacked parking, tucked-under parking, tandem parking, and shared parking to optimize building space and/or minimize construction and building costs for constrained parcels fronting onto West San Carlos Avenue.
2. Activate passive ground floor parking structures with liner retail.



Parking Garage guidelines 1 (left), 2 (middle), 3 (right)

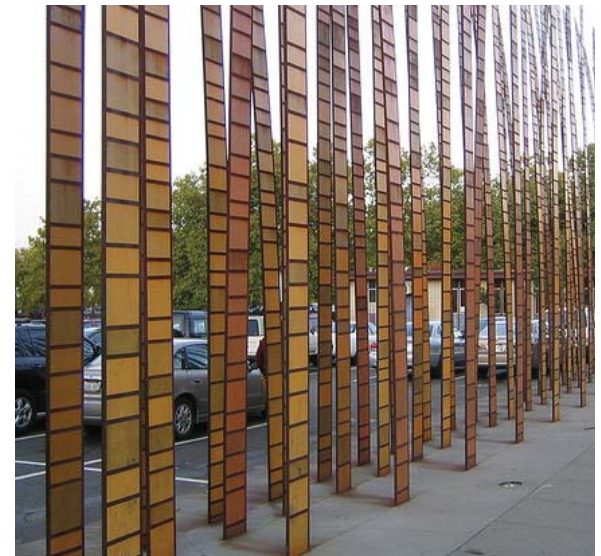


3. Articulate facades of parking structures through interactive art, creative displays, vegetative screens, and/or new technology (such as dynamic parking space availability displays).
4. Construct and articulate parking structures with materials and methods that respect the existing character of the West San Carlos Urban Village area.

### SURFACE PARKING

1. Locate surface parking to the rear of developments and ensure that the majority of building facades along streets and open spaces are pedestrian-friendly and provide a strong building edge.
2. Include adequate ADA accessible parking spaces in parking lots.
3. Provide clear and safe pedestrian circulation within surface parking lots.

4. Illuminate parking lots for maximum safety.
5. Encourage screening techniques such as evergreen shrubs and trees, trellises, low walls and/or sculptural art for existing and future surface parking lots to minimize negative impacts to active pedestrian-oriented environments.

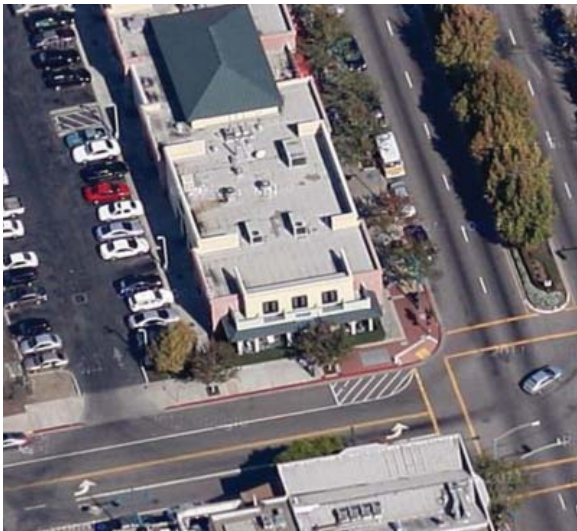


Surface Parking guidelines 1 (left), 3 (middle), 5 (right)



### CIRCULATION, ACCESS AND SERVICE AREAS

1. Prohibit parking structure entrances or exits (other than pedestrian doors) along West San Carlos Street.
2. Encourage vehicle access for parking and service areas along side streets for new developments wherever possible.
3. Limit curb-cuts for parking access to the minimum number required to minimize pedestrian and automotive circulation conflicts.
4. Prohibit access lanes that run parallel to the street or sidewalk.
5. Screen mechanical equipment, loading and service areas through careful site planning, landscaping and screen walls.



### BICYCLE STORAGE

1. Provide highly visible and conveniently located bicycle parking as part of new office, residential (1 space per unit), and mixed use developments (on-site or in sidewalk/setback where feasible).
2. Use a unified style of bicycle racks near buildings.

Circulation, Access and Service Areas guidelines 1 (above left), 2 (below left);  
Bicycle Storage guidelines 1 (above right), 2 (below right)



## Sustainable Elements Guidelines

The intent of these guidelines is to improve the sustainability of new development within the West San Carlos Urban Village. Impacts to future resources can be minimized through environmentally conscious, energy-producing building design, reduced water use and stormwater re-use,

### BUILDING ELEMENTS

1. Encourage building development that integrates passive and active sustainable design elements and responds to San Jose's climate.
2. Incorporate building materials that are locally made, produced with minimal pollution, and create minimal adverse impacts to the environment.

3. Reuse materials from local salvage companies and/or materials that are reclaimed during the deconstruction phase of redevelopment sites within the region.
4. Consider life cycle heating and cooling costs for potential building materials to maximize energy conservation.
5. Select lighting fixtures to maximize energy efficiency and minimize light pollution through reduced glare, light clutter and poorly directed lighting sources.



### ENERGY STRATEGIES

1. Incorporate photovoltaic and wind energy in private development to capitalize on sun and wind exposure for reduction in energy costs.
2. Incorporate screens, ventilated windows, green roofs, shade structures and shade trees along facades, rooftops and surface parking lots to minimize heat gain effects.
3. Encourage edible roof gardens to improve access to fresh food.



Building Elements guideline 1 (left);  
Energy Strategies guideline 1 (right)





### STORMWATER MANAGEMENT

1. Require the use of native or drought-tolerant plant species that require low water usage and maintenance.
2. Encourage the design and use of natural drainage bioswales in on-site pocket parks and other landscaped areas to filter surface water run-off.
3. Encourage the use of water permeable paving surfaces in parking lots and other paved areas to increase natural percolation and on-site drainage of stormwater.



Stormwater Management guidelines 1 and 2 (above),  
3 (below)